

APPLICATIONS

The snatch blocks of the ETA/ETC/ETM's range are mainly used for temporary applications for pulling and lifting, when quick assemblies and/or dismantling are required.

They can be suspended to a fixed or mobile anchorage point with the right strength corresponding to the required load. Thanks to an easy instalment, a light weight and attached locking parts, these snatch blocks are most often used on vessels and off-shore platforms.

DESCRIPTION

The snatch blocks are available in 3 models with 3 different types of anchorage:

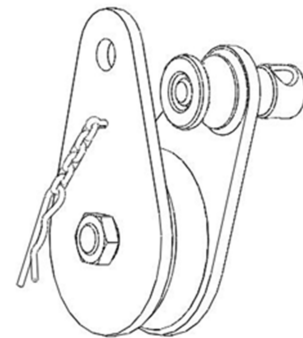
- ETC model with a hook with safety latch for a quick transfer,
- ETM model with a swivel shackle for an optimised and secured anchorage,
- ETA model with an axle suitable for tiny spaces.



ETM – Snatch block with shackle



ETC – snatch block with hook



ETA – snatch block with axle

The ETC and ETM models can easily be transformed in an axle model (ETA) by using standard tools.

Once the snatch block is not under tension, the opening, operated by turning one bearing flange around the sheave axle, makes the introducing of the wire rope in the groove possible, while the block remains suspended. All the parts stay interdependent during the flange opening and the wire rope introduction.

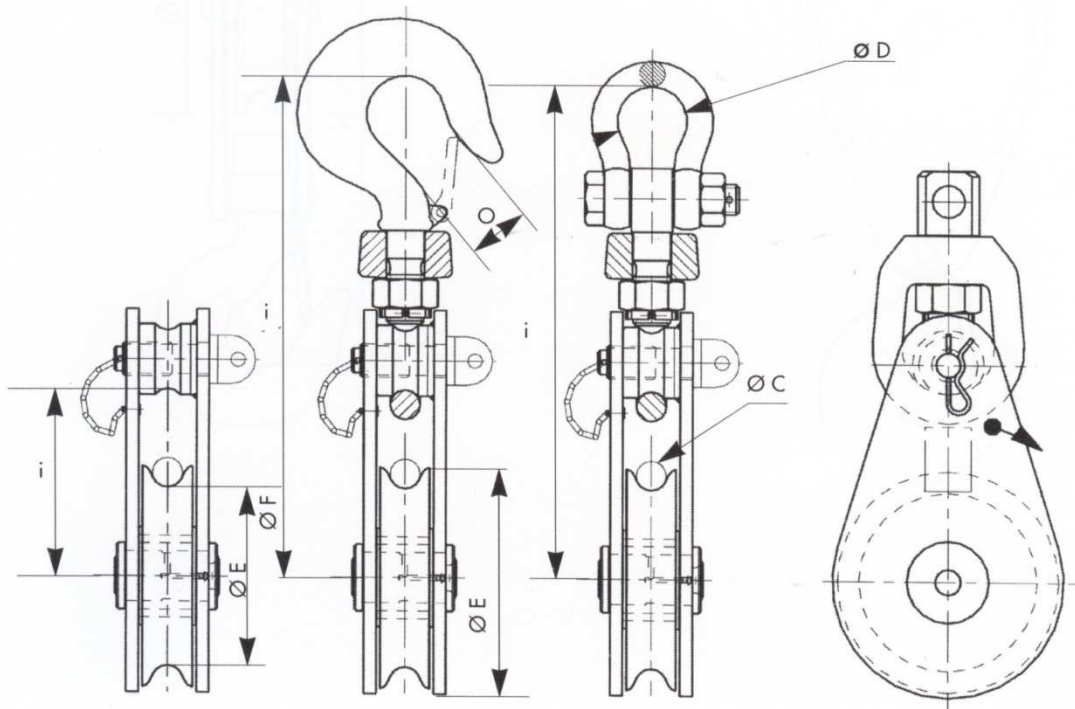
The locking axle is secured by a safety pin which prevents any unscrewing or uncontrolled movement.

TECHNICAL CHARACTERISTICS

- Ultimate load is 4 times the working load limit (WLL).
- Zinc bichromated coating for capacities up to 8 tons. Above yellow painted in Ral 1004.
- The sheaves are fitted either on bronze bush or on ball or roller bearing (Please refer to the enclosed table)
- Pressure axial lubrication on all the models, except the 2 tons model with a self-lubricated bush.

DIMENSIONAL CHARACTERISTICS

| WLL ¹ | Ø sheave | | Ø w-rope | height | | | weight | | | | | types | | |
|------------------|----------------------------|---------------|-------------------|--------|---------|------|--------|-----|------------------|------|---------|--------------|--------------|--------------|
| | F Ø BoG ² | E Ø EXT | C Ø Min/Max | hook | shackle | axle | O | D | hook/ shackle | axle | bearing | hook | shackle | axle |
| t | mm | mm | mm | mm | mm | mm | mm | mm | kg | kg | | | | |
| 2 | 60 | 79 | 9/10 | 218 | 219 | 92 | 30 | 33 | 2.7 | 1.6 | Bba(3) | ETC2-79E10 | ETM2-79E10 | ETA2-79E10 |
| 5 | 90 | 114 | 12/14 | 318 | 327 | 142 | 39 | 51 | 8 | 4.5 | Bb(4) | ETC5-114E14 | ETM5-114E14 | ETA5-114E14 |
| 5 | 137 | 165 | 12/14 | 369 | 378 | 167 | 39 | 51 | 10.5 | 7 | Bb | ETC5-165E14 | ETM5-165E14 | ETA5-165E14 |
| 8 | 112 | 142 | 17/19 | 397 | 400 | 182 | 48 | 58 | 15 | 8.5 | Bb | ETC8-142E19 | ETM8-142E19 | ETA8-142E19 |
| 8 | 177 | 209 | 17/19 | 431 | 434 | 216 | 48 | 58 | 20 | 13.5 | Bb | ETC8-209E19 | ETM8-209E19 | ETA8-209E19 |
| 8 | 221 | 262 | 17/19 | 457 | 460 | 245 | 48 | 58 | 25 | 18 | Ro(5) | ETC8-262E19 | ETM8-262E19 | ETA8-262E19 |
| 8 | 275 | 326 | 20/23 | 495 | 498 | 283 | 48 | 58 | 29 | 23 | Ro | ETC8-326E23 | ETM8-326E23 | ETA8-326E23 |
| 12.5 | 112 | 145 | 20/23 | 453 | 444 | 201 | 57 | 68 | 30 | 24 | Bb | ETC12-145E23 | ETM12-145E23 | ETA12-145E23 |
| 12.5 | 174 | 216 | 20/23 | 488 | 479 | 236 | 57 | 68 | 35 | 28 | Ro | ETC12-216E23 | ETM12-216E23 | ETA12-216E23 |
| 12.5 | 174 | 216 | 26/29 | 497 | 488 | 245 | 57 | 68 | 35 | 28 | Bb | ETC12-216E29 | ETM12-216E29 | ETA12-216E29 |
| 15 | 221 | 262 | 20/23 | 560 | 574 | 270 | 57 | 83 | 38 | 30 | Ro | ETC15-262E23 | ETM15-262E23 | ETA15-262E23 |
| 15 | 275 | 326 | 20/23 | 592 | 607 | 302 | 57 | 83 | 45 | 36 | Ro | ETC15-326E23 | ETM15-326E23 | ETA15-326E23 |
| 15 | 355 | 420 | 20/23 | 639 | 653 | 349 | 57 | 83 | 65 | 52 | Ro | ETC15-420E23 | ETM15-420E23 | ETA15-420E23 |
| 20 | 174 | 216 | 26/29 | 553 | 576 | 260 | 44 | 89 | 39 | 31 | Ro | ETC20-216E29 | ETM20-216E29 | ETA20-216E29 |
| 20 | 224 | 268 | 35/38 | 583 | 606 | 260 | 44 | 89 | 56 | 45 | Ro | ETC20-268E38 | ETM20-268E38 | ETA20-268E38 |
| 20 | 349 | 410 | 35/38 | 653 | 676 | 360 | 44 | 89 | 70 | 56 | Ro | ETC20-410E38 | ETM20-410E38 | ETA20-410E38 |
| 25 | 221 | 262 | 26/29 | 648 | 665 | 296 | 52 | 98 | 62 | 48 | Ro | ETC25-262E29 | ETM25-262E29 | ETA25-262E29 |
| 25 | 270 | 326 | 26/29 | 680 | 697 | 628 | 52 | 98 | 85 | 63 | Ro | ETC25-326E29 | ETM25-326E29 | ETA25-326E29 |
| 32 | 270 | 334 | 42/46 | 713 | 761 | 359 | 59 | 110 | 95 | 70 | Ro | ETC32-334E46 | ETM32-334E46 | ETA32-334E46 |
| 32 | 443 | 518 | 42/46 | 805 | 853 | 451 | 59 | 110 | 135 | 100 | Ro | ETC32-518E46 | ETM32-518E46 | ETA32-518E46 |



1: WLL : Work Load Limit

2: BoG : Bottom of groove

NON-CONFORM USES

- NEVER USE FOR PERSONNEL LIFTING.
- Strictly forbidden to either be under or to walk under the load.
- The block should be regularly inspected (priority checking: parts correctly assembled, no excessive movement, no excessive wearing or corrosion, no deformation, no weld corrosion or cracking, free rotating sheave).
- Prior to using the block, check for proper position and locking of the axles. Threaded axle head should be visible after application of nuts.
- Never use a block with a hook as headfitting without ensuring that the safety latch is correctly operated and free from deformation.
- For lifting operations, the user must refer to the safety rules and regulations applicable to this use.

WIRE ROPE STRENGTH REDUCTION

The ratio $\frac{\text{Pitch } \varnothing (= \text{BOG } \varnothing + 1 \text{ w/r } \varnothing)}{\text{Wire rope } \varnothing}$ between the pitch diameter of the sheave and the wire rope diameter, called the winding ratio, alters the tensile strength in the wire rope as hereafter:

| Winding ratio | Reduction |
|---------------|-----------|
| 6 | 21% |
| 8 | 17% |
| 10 | 14% |
| 15 | 11% |
| 20 | 9% |

Above values are given for information only, depending on the construction of the wire rope. For more information, please ask your wire rope supplier.

Maximal effort applied on the headfitting of the block

The maximal effort applied on the suspension depends on the load and on the α angle formed between the fall of the load and the fall on which this effort is applied. **The resultant value must be strictly lower to the working load limit of the block and the resistance of the anchorage point where the block is fitted.**

Please refer to the table and sketch hereunder indicated:

| α angle | Effort applied on the suspension |
|----------------|----------------------------------|
| 0° | Winch WLL x 2 |
| 15° | Winch WLL x 1.98 |
| 30° | Winch WLL x 1.95 |
| 45° | Winch WLL x 1.85 |
| 60° | Winch WLL x 1.73 |
| 90° | Winch WLL x 1.41 |
| 120° | Winch WLL x 1 |
| 150° | Winch WLL x 0.52 |
| 180° | 0 |

